



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to upgrade existing I-70 from Mt. Phillip Road to MD 144 FA (5.30 miles).

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated, the Frederick Bypass. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

- I-70/I-270 Interchange, (Line 1)
- I-70, MD 85 Extended and MD 355 Interchange (Line 2)
- I-270 and US 15 Multi-Modal Corridor Study (Line 7)
- MD 475 (East Street Extended), South Street to proposed Monocacy Blvd. (Line 10)

STATUS: Final Engineering and partial Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added \$8.0 million of Federal Interstate Maintenance Discretionary funds for Right-of-way.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0
Engineering	12,627	11,122	1,211	294	0	0	0	0	0	1,505	0
Right-of-way	32,547	20,843	3,006	8,698	0	0	0	0	0	11,704	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	46,425	33,216	4,217	8,992	0	0	0	0	0	13,209	0
Federal-Aid	26,482	15,870	3,591	7,021	0	0	0	0	0	10,612	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 73,750

PROJECTED (2025) - 118,000

OPERATING COST IMPACT N/A